

### RETURN OF THE ANDES TOURISTS

After an Enjoyable and Memorable Trip and a  
"Bang Up Time" in Cincinnati—What They  
Did While in the "Paris of America,"  
and on the Steamer Ka Houte.

The last of Wheeling's excursionists to Cincinnati's big Dramatic Festival returned last night on that favorite stern wheel

packet, the Andea. With colors flying, music playing, and her decks covered with passengers, she touched at the levee shortly after ten o'clock. There was not a passenger that left the boat that did not

do so with genuine regret. Although glad to be back once more in dirty old Wheeling, the Andes for the past week had been such a pleasant floating home and they had all had such a glorious time, that they were sorry to leave. The officers of the boat, with Capt. Muhleman at the head, held a regular reception as their friends

The Andes left Wheeling last Tuesday afternoon with a crowd on board that was congenial and bound to have a good time. They had it, if one is to believe the glowing accounts they give. The weather during the entire trip was all that could have been desired, and the staterooms were full from

the start to the end. The register showed that at one time and another, nearly 800 passengers partook of the boat's hospitality. Cincinnati was reached at noon on Thursday, only about half an hour behind time. The passengers scattered at once and during the thirty-six hours they were in the Parla of America saw about all there was to be seen. They lost no time. Everyone

went to the Festival the first night and witnessed the performance of "Othello," and a large majority also went Friday night and were in raptures over "Hamlet." There was a slight difference of opinion about the success of the huge affair. Some heard and others did not. All agreed that it was a big thing, however.

Of course the hill tops and the "Zoo" were visited and several "just looked into Schumann's, you know." Friday night, shortly before 1 a. m., the Andes backed out from her slip at the foot of Main street, and the homeward journey was commenced.

Besides the wheeling people that were aboard a number got on at Bellaire; Parkersburg and Gallipolis, contributed

liberally, and Ravenswood turned out big. In addition, numerous small parties would meet the Andes on other steamers, and getting on the Andes ride back to their homes. The Opera House band was a big attraction. The members were some of the

attraction. The members were very accommodating and played almost continually. The excursionists would dance until they were tired, then sit outside, admire the beautiful scenery, play whist and listen to the music. Pilots Abrams and

Cornas made it agreeable for all callers in their quarters, and Col. Wood, the steward, kept the cuisine up to its usual excellent standard.

ceived at his hands and those of Messrs. Mart Noll and Charlie Knox, the clerks. They did everything that lay in their power to make the trip enjoyable to all, and succeeded admirably. In an informal way, the pilgrims voted their sincere thanks to the officers and the band and all promised each other to "take in" the next Andes excursion.

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**LIABILITY OF A K. K. COMPANY.**

A case which excited a great deal of interest and caused no little discussion was on trial in Part I of the Circuit Court yesterday before Judge Boyd. Henry Snyder brought suit for damages against the Baltimore & Ohio Railroad Company, claiming \$500 for injury done him by the company's agent in putting him off a train on the morning of September 8, 1890. He

was represented by Messrs. Conway and M. Russell, Esq., the company's attorney. A jury was empaneled, and the testimony begun. It showed that the plaintiff had purchased a round trip ticket from Moundsville to Wheeling and return on September 7, paying for it less than the regular fare. On the ticket was printed a contract in which it was stipulated that the ticket was good for that day only. Snyder came to Wheeling, the train being late, and his business there, while attending the funeral of his brother-in-law, who had died a short distance in the country, detained him so long that he did not reach the depot to return until the last train had left for Moundsville. He

got on the first train the next morning, and when he showed the conductor his ticket the conductor refused to receive it, saying that it had expired. Snyder refused to pay the fare, when he was put off of the train.

After the evidence showing the facts was in, the plaintiff's counsel attempted to introduce evidence to show that it was the practice of the company's conductors to honor limited tickets after they had expired, but this Judge Boyd ruled out. The plaintiff then introduced evidence to establish the jury their own testimony, and instructed the jury to bring a verdict in favor of the railroad company. They did, though some of them were evidently not in the opinion that Snyder ought to recover, the law was not law.

**One of the New Railroads.**

A change was recently made in this route

The route of the proposed Mt. Vernon, Conshocton & Whelming railroad. Speaking of the new line the Solo, Ohio, *Herald*, says:

The route of the proposed Mt. Vernon, Conshocton & Whelming railroad will, if built as now projected, pass through Harrison county, and therefore the progress of the scheme is a matter of interest to many of our readers. The latest information regarding this project is of a promising character, and gives to the scheme the appearance of having for a foundation something more than mere talk. For several weeks past a corps of engineers have been at work on the western end of the main line and had

reached Cochocton a week or ten days ago. Between Cochocton and the valley of the Stillwater, in this country, several lines will likely be run, both as a matter of economy in construction and to ascertain by which the company will meet with the most liberal aid. In fact, between the points named, there are several competing lines, and the prospects of securing liberal subscriptions to stock accordingly bright. A thorough canvass is being made with the survey of the line, and thus far subscriptions are being secured. It is reported that \$300,000 stock was subscribed within a few days between Wandolung and Millwood, and the interest at other points daily growing warmer and warmer.

Should this enterprise meet with the favor to projectors expect, its construction will be pushed right along, and with another railroad through this county we may expect some wonderful changes.

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**A Family Journal.**

*Bellevue Tribune.*

It now turns out that the vulgar, sensational article in the *Sunday Register* about the New York girls getting their photographs, which pretended to be from a "staff correspondent," was taken bodily from the New York *Police Gazette*. The *Register* seems ambitious to imitate this vulgar police organ with a view to furnishing a "choice family paper," but it is only a poor fraudulent imitation and it would be much more creditable for families to get the original, if they must have that kind of reading matter in their families.